

THE OCEAN STEAMERS

BOATING CITIES WITH A VARIETY OF OCCUPATIONS.

The Division of Industry and the Trades and Professions That Are Represented in the Crew of a Great Atlantic Liner.

The great Atlantic liners have often been described as floating cities, and at least one particular comparison is entirely accurate—that is to say, in the variety of occupations represented on shipboard. A big steamship will in her flight from land to land carry a population of perhaps 2,000, of whom the majority, of course, are passengers—people of all professions and lines of business. Leaving passengers out of account, however, and considering only the 500 or thereabouts who go to make up the liner's crew, one will easily find representatives of nearly all the trades of a thriving community ashore.

This diversity of industry represents an evolution—or, rather, a revolution—that has come along with the development of the gigantic modern steamship. In the old days of sailing ships all the members of the vessel's crew were sailors and performed one part or another of a sailor's work. Even the redoubtable cook was usually much better versed in matters relating to spars and ratlines than he was in the secrets of the culinary art. But today the status is different. Navigation of the big Atlantic liners is a complicated task, and the number of men required to carry it on is ten times greater than on even the biggest ships of a century ago. The variety of their vocations has of course been multiplied to correspond with the increased complexity.

The sailors are in a small minority nowadays. True, you will see a number of seamen on the big ships, and these still have their duties to perform, duties which, however, have nothing to do with the handling of sails, for not in a number of years has canvas been spread on any of the big liners. But common sailors seem few in comparison with the men of other trades whose usefulness on shipboard the sea captain of a generation or two ago would have found hard to explain or even understand.

Some of the greatest changes in the conditions of service have come about, naturally enough, through the introduction of steam machinery. The presence of machinery means that the liner must carry not only a number of engineers, but also several machinists to keep in order the complicated mechanism of pumps and blowers and deck engines which a big vessel carries. Then, since every great passenger ship is provided throughout with a modern plumbing system, she must have in readiness a qualified plumber. An expert electrician is also needed to look after the electric lighting plant, a refrigerating engineer for the cold storage plant and a number of other representatives of different branches of the engineering profession.

Instead of the ancient cook with his very limited accomplishments the up-to-date liner has an expert chef, besides bakers, confectioners and also the other gastronomic specialists to be found in the big fashionable hotels ashore. A ship's butcher cuts the roasts and joints and takes general charge of the meat supply, and there are several storekeepers, who, it is true, do not sell goods, but who keep an exact account of all the groceries and other supplies issued for the use of passengers and

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CONSUMPTION

crew as though their livelihood depended upon it.

Besides these, every liner carries a barber, for passengers long ago gave up the habit of going unshaven from beginning to end of the voyage. The barber has a comfortable little shop, and next door to him perhaps is installed the barkeeper, who from the nature of his clientele is required to be adept in mixing the drinks of all nations. Still more surprising to the inexperienced traveler it will perhaps be to learn that the big steamships carry four or five bootblacks to keep the passengers in shines.

Of the learned professions the only one regularly represented is that of medicine. Every liner carries a surgeon, who not only attends to passengers or members of the crew who may fall ill, but who is also charged with the general supervision of the health and sanitation of the vessel. There are usually plenty of "sea lawyers" on board—not that there is any demand for legal services—and if clerical men are not among the passengers the captain or purser is qualified to read the service on Sundays.

The issuing of a paper containing telegraphic news involves of course an editor and a wireless telegrapher. The editorial duties are assumed by the purser, and the wireless operator not only receives the news for the ship's paper, but takes and transmits messages for the passengers as well. The ship's printer prints not only the ship's newspaper, but the daily menus and concert programmes as well.

Most of the liners carry one or more musicians. Some have fully equipped bands that furnish daily music, and those liners which do not include a complete musical outfit have at least one or more buglers to sound the calls for meals and for inspection.

Every liner has on board a carpenter who makes necessary interior repairs and looks after the boat's tanks and wells, and there are to be found among the stewards and seamen handy men of other trades. All of which goes to show that the modern "floating city" is a very cosmopolitan and, if need be, a very self-reliant community.

Pirating Foley's Honey and Tar.

Foley & Co., Chicago, originated Honey and Tar as a throat and lung remedy, and on account of the great merit and popularity of Foley's Honey and Tar many imitations are offered for the genuine. Ask for Foley's Honey and Tar and refuse any substitute offered as no other preparation will give the same satisfaction. It is mildly laxative. It contains no opiates and is safest for children and delicate persons. Sold by J. W. McCollum & Co.

FROM A WIFE'S DIARY.

A word to the wise is heeded. Many are called, but few get up. Where there's a will there's a law-suit.

Fools rush in and win—where angels fear to tread.

Misery loves company, but company does not reciprocate.

Love is romantic. Matrimony is decidedly a matter of fact.

When we hear of other people's troubles it reconciles us to our own.

We never know how good we are going to be until the opportunity has passed.

If you bestow a favor forget it, but if you receive one it is wise to remember.

Happiness is the greatest of tonics, the best of cosmetics and the envy of dyspeptics.—Detroit Tribune.

Advice About Eggs.

A writer in the *Delinquent* gives some sensible advice about eggs. There is a general impression that eggs, acknowledged to be a complete food, may be safely eaten on all occasions. On the contrary, as the writer alluded to points out, invalids and young children should never be given eggs unless they are very fresh. Persons suffering from biliousness, gastritis and several other troubles find difficulty in digesting even fresh eggs. Some physicians declare that the slightest tendency toward rheumatism makes eggs undesirable. The white of eggs whipped to a froth with a little water is a good thing to give fever patients, as a rule, but the physician should be consulted before even this is given to a sick person.

A Dare-Devil Ride

Often results in a sad accident. To heal accidental injuries, use Bucklen's Arnica Salve. "A deep wound in my foot, from an accident," writes Theodore Schuele of Columbus, O., "caused me great pain. Physicians were helpless, but Bucklen's Arnica Salve quickly healed it." Soothes and heals burns like magic. 25c at all druggists.

How to Preserve Wooden Posts.

To preserve wooden posts bore with an inch and a quarter auger from the butt of the post to a distance that will be six inches above the ground when the post shall be set. Then char over a good fire for a quarter of an hour, so as to drive all moisture out of the heart of the butt through the hole bored; fill the hole with boiling coal tar and drive in a well fitted plug, which will act as a hydraulic ram and force the tar into the hot bores of the wood, which will become thoroughly creosoted and last sound for twenty years in place of four, as in ordinary cases. A four inch post may have one hole in its center; six inch, two, side by side; eight inch, three; twelve inch, four. Posts which are already in the ground may be bored diagonally, filled with hot tar in the dry summer time, plugged up and repainted. Sleeper posts for floor joists should be treated in this manner, and then their bases surrounded with a cup of puddled clay, into which pour hot coal tar. Posts thus treated cannot decay.

New Year in Japan.

As early as Dec. 13 a special house cleaning prepares the way in Japan for the New Year festival, and as the year closes the house fronts are bright with decorative emblems. The whole week, which includes New Year's day, is a continuous holiday, and on fine days when the sun shines the scene in the streets is most animated. Shop fronts are gay with a goodly display of toys and seasonable presents, all are in the best of spirits, the children are busily at play with kites and battle-axes, and every one is doing his or her utmost to make things hum. In higher circles the mikado receives the civil and military officials, who in former days appeared in gorgeous uniforms and richly embroidered dress, but since 1872, when the Gregorian calendar was introduced, European costume has been worn and the festival has been much less picturesque.

MASTER'S SALE.

Under and in pursuance of a certain decree of foreclosure made and rendered on the 20th day of March, A. D. 1905, by the Honorable James T. Willis, Judge of the Circuit Court of the Eighth Judicial Circuit of Florida, in and for Alachua county, Florida, in chancery sitting, in a certain chancery cause wherein George W. Hyde as trustee, etc., is complainant and the American Oil and Chemical Company, a corporation, etc., and others are defendants, I, H. G. Mason, as special master, shall at public auction expose for sale and sell, for cash, to the highest bidder, before the door of the court house of said Alachua county, at Gainesville, Florida, during the legal hours of sale, on Monday, the 1st day of May, A. D. 1905, the following described property, to-wit:

All and singular the plant of the American Oil and Chemical Company, together with its business, franchises, machinery, apparatus, instruments, tools, works, stills and all other property of whatsoever kind pertaining to its operating the business of extracting and manufacturing turpentine, tar and crude oils, etc., of and out of wood, the said property being now in Gainesville, Alachua county, Florida; together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and also the right, title and interest of the defendants therein and thereto.

The said property to be sold by me to satisfy a decree of foreclosure made and entered in said chancery cause.

H. G. MASON.

Special Master.

NOTICE OF APPLICATION TO THE LEGISLATURE FOR RELIEF.

Notice is hereby given that at the next session of the Legislature of the State of Florida the heirs at law of Allison J. Tinsley, deceased, will apply to the Legislature for relief by reason of the fact that the furniture and other contents of the residence of the said Allison J. Tinsley were burned in the year of 1898 while being fumigated under the supervision of the State Health authorities, thereby causing the said Allison J. Tinsley to incur a loss of \$1,710.

This March 8th, A. D. 1905.
HILTON S. HAMPTON,
Attorney for the Heirs at Law of Allison J. Tinsley, deceased.

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Ly Jessup, Ga.	So. Ry.	10 30p	Ly Jessup, Ga.	So. Ry.	10 30p
Ly Savannah, Ga.	So. Ry.	1 30p	Ly Savannah, Ga.	So. Ry.	1 30p
Ar Columbia, S. C.	So. Ry.	6 55p	Ar Columbia, S. C.	So. Ry.	6 55p
Ar Charlotte, N. C.	So. Ry.	10 05p	Ar Charlotte, N. C.	So. Ry.	10 05p
Ar Greensboro, N. C.	So. Ry.	12 55p	Ar Greensboro, N. C.	So. Ry.	12 55p
Ar Danville, Va.	So. Ry.	2 05a	Ar Danville, Va.	So. Ry.	2 05a
Ar Richmond, Va.	So. Ry.	6 58a	Ar Richmond, Va.	So. Ry.	6 58a
Ar Lynchburg, Va.	So. Ry.	4 17a	Ar Lynchburg, Va.	So. Ry.	4 17a
Ar Charlottesville, Va.	So. Ry.	6 02a	Ar Charlottesville, Va.	So. Ry.	6 02a
Ar Washington, D. C.	So. Ry.	9 45a	Ar Washington, D. C.	So. Ry.	9 45a
Ar Baltimore, Md.	P. R. R.	11 30a	Ar Baltimore, Md.	P. R. R.	11 30a
Ar Philadelphia, Pa.	P. R. R.	1 45p	Ar Philadelphia, Pa.	P. R. R.	1 45p
Ar New York, N. Y.	P. R. R.	4 13p	Ar New York, N. Y.	P. R. R.	6 30a

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No. 30—"Washington and Florida Limited." Daily Pullman Drawing Room Sleeping Car Jacksonville to New York.

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Ly Jacksonville, Fla.	So. Ry.	7 45p	Ly Jacksonville, Fla.	So. Ry.	7 45p
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Ar Columbia, S. C.	So. Ry.	6 00a	Ar Columbia, S. C.	So. Ry.	6 00a
Ar Asheville, N. C.	So. Ry.	1 50p	Ar Asheville, N. C.	So. Ry.	1 50p
Ar Hot Springs, N. C.	So. Ry.	2 57p	Ar Hot Springs, N. C.	So. Ry.	2 57p
Ar Knoxville, Tenn.	So. Ry.	6 00p	Ar Knoxville, Tenn.	So. Ry.	6 00p
Ar Louisville, Ky.	So. Ry.	8 50a	Ar Louisville, Ky.	So. Ry.	8 50a
Ar St. Louis, Mo.	So. Ry.	4 55p	Ar St. Louis, Mo.	So. Ry.	4 55p
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12:15 p.m. Daily	Ocala, Leesburg and Tampa, and Intermediate Points	8:40 p.m. Daily
2:00 p.m. Daily	Palatka, Jacksonville, North, East and West	1:35 p.m. Daily
12:05 p.m. Daily	High Springs, Waycross, Savannah, Brunswick, Albany, Atlanta, all Points North, East West	8:15 p.m. Daily
8:15 p.m. Daily	Kochelle, Micanopy and Citra	9:55 a.m. Daily
8:50 a.m. Daily ex. Monday	High Springs	7:20 p.m. Daily ex. Sunday

Interchangeable Mileage Tickets, good over 15,000 miles of among the principal railways in the Southern States, are on sale by the principal agents. Through Pullman sleeper Port Tampa to New York, via Atlantic Coast Line; also via Atlantic Coast Line and Southern Railway. For complete information, call on

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